

CHAPTER 60 OVERHEAD/CREWS

National Interagency Incident Management System (NIIMS) Positions

Overhead Positions Listed in the National Interagency Incident Management System (NIIMS) Wildland Fire Qualification System Guide, PMS 310-1.

This document is located at: <http://www.nwcg.gov/pms/docs/pms310-1.pdf>

Incident Qualifications and Certification System (IQCS) Position Codes

The Incident Qualifications and Certification System (IQCS) is an information management system that tracks training and certifications for Wildland Firefighters. For a complete list of all IQCS recognized Position Codes, refer to the Position Codes link at the following web site:

<http://iqcs.nwcg.gov/>

Crews and Wildland Fire Modules

Type 1 Interagency Hotshot Crews

For a complete list of all Type 1 Interagency Hotshot Crews, refer to the following web site: http://www.fs.fed.us/fire/people/hotshots/IHC_index.html

Minimum Crew Standards for National Mobilization

For a detailed description of minimum crew standards see Interagency Standards for Fire and Aviation Operations, Chapter 13, Firefighter Training and Qualifications at: <http://www.nifc.gov/PUBLICATIONS/redbook/2013/Chapter13.pdf>

Or

Wildland Fire and Aviation Program Management and Operations Guide, Chapter 7, Crews <http://www.bia.gov/cs/groups/xnifc/documents/text/idc013067.pdf>

Interagency Wildland Fire Modules

For minimum module standards for national mobilization, see Interagency Standards for Fire and Aviation Operations, Chapter 13, Firefighter Training and Qualifications, Wildland Fire Modules at: <http://www.nifc.gov/PUBLICATIONS/redbook/2014/Chapter13.pdf>

Or

PMS – 430 Interagency Standards for Wildland Fire Module Operations – Chapter 7.

at: <http://www.nwcg.gov/pms/pubs/pms430/PMS430-1.pdf>

As an interagency resource, the Wildland Fire Modules are available nationally throughout the fire season. Standard WFM configuration includes; one (1) module leader and six (6) to nine (9) module crewmembers.

If requested, WFMs can be configured and mobilized with less than the standard WFM configuration, but only after agreement between the requesting and sending units. Any negotiated configurations must be identified within the original request.

Wildland Fire Module Mobilization

Geographic Areas will mobilize local Interagency Wildland Fire Modules internally. There are local unit agreements to share Wildland Fire Modules between bordering units in different Geographic Areas.

The Wildland Fire Module Leader will contact the ordering unit to discuss incident/project requirements.

Smokejumper Numbers

There are 445 smokejumpers at the following locations:

BLM Alaska	(Fairbanks)	64
BLM Great Basin	(Boise)	74
FS Region 1	(Missoula)	67
	(Grangeville)	30
	(West Yellowstone)	30
FS Region 4	(McCall)	70
FS Region 5	(Redding)	40
FS Region 6	(N. Cascade)	30
	(Redmond)	40
TOTAL		445

Daily availability is updated throughout the fire season and is posted at the following website:

<http://www.nifc.gov/smokejumper/reports/smrpt.php>

Smokejumper Gear, Weights, and Volume

	<u>WEIGHT</u>	<u>VOLUME</u>
Jump gear	50 lbs.	4.5 cu ft.
Travel Bag	45 lbs.	4.0 cu ft.
Main parachute	22 lbs.	1.5 cu ft.
Reserve parachute	12 lbs.	1.0 cu ft.

Pilots – Lead Plane, Aerial Supervision Module and Smokejumper

For a complete list of Lead Plane, Aerial Supervision Module and Smokejumper pilot qualifications, refer to the following web site:

http://www.nifc.gov/nicc/logistics/aviation/Lead_Planes.pdf

Rappeller Numbers

There are 275 Rappellers at the following locations:

FS Region 1	(Gallatin, MT)	15
FS Region 4	(Boise, ID)	15
	(New Meadows, ID)	30
	(Salmon, ID)	42
FS Region 5	(Fort Jones, CA)	21
	(Prather, CA)	15
FS Region 6	(Enterprise, OR)	19
	(Grants Pass, OR)	19
	(John Day, OR)	28
	(Prineville, OR)	22
	(La Grande, OR)	19
	(Wenatchee, WA)	30

Rappeller and Helicopter Manager Gear, Weights, and Volume

	WEIGHT	VOLUME
Travel bag and line gear	65 lbs.	2.0 cu ft
Specialized equipment	30 lbs.	1.0 cu ft
Helicopter Manager's specialized Equipment (policy documents)	30 lbs.	1.0 cu ft

Non-Standard Overhead Groups

When ordered as a non-standard overhead group, "module, fuels" or "module, suppression," individuals requested must reside within one geographic area. At the discretion of the host Geographic Area center manager, modules may be comprised of individuals from multiple host units within the Geographic Area.

Units may name request individual overhead positions from various geographic areas following standard ordering procedures for overhead requests and upon arrival, create modules locally based on mobilization needs and priorities.

Communications Coordinator (COMC)

Duties and Responsibilities:

- Manage the allocation of communications resources at the Geographic Area level. This includes communications equipment, personnel, and associated supplies. The COMC provides support to the assigned Geographic Area and reports daily to the NIFC Communications Duty Officer (CDO). The COMC will not be assigned to specific incidents or to an Area Command Team. Situations may occur when communications coordination is required between multiple Geographic Areas. Under these circumstances, a COMC may be assigned to a NICC Resource Order to provide overall coordination and support to COMCs assigned to the affected Geographic Areas.
- Manage the frequency resources for all incidents under assigned jurisdiction. This includes all frequencies for ground tactical, command, logistics, and air operations.

NOTE: During complex or multiple fire situations, the COMC will request additional qualified personnel to be assigned as field COMCs. Any situation involving complex air operations will require that the COMC request a Frequency Coordinator (FQCO) specifically for air operations.

- Maintains an accurate inventory of all communications equipment assigned to incidents under their control.
- Keep current on the availability of communications resources for future Geographic Area and National requirements. The COMC should be current with procedures needed to obtain such resources.
- Provide problem-solving recommendations and advice on communications issues to the respective Geographic Area Coordinators, the Area Command Teams, and/or to Incident Management Teams within a complex or single incident. National, as well as Geographic Area priorities will be considered when making recommendations and/or providing advice.
- Assist incidents with communication system design and in obtaining specialized communications equipment.

Flight Manager

A Flight Manager will be designated for point-to-point flights transporting personnel. The Flight Manager is a government employee that is responsible for coordinating, managing, and supervising flight operations. The Flight Manager is not required to be on board for most flights. For those flights that have multiple legs or are complex in nature, a Flight Manager should attend the entire flight. The Flight Manager will meet the qualification standard for the level of mission assigned as set forth in the *Interagency Aviation Training Guide* (IAT). The Flight Manager is supervised by the Sending Unit dispatcher until the destination is reached. The Flight Manager duties are:

- Brief the traveling personnel providing an overview of travel purpose and final destination, route of travel, intermediate stops, if applicable, and estimated time(s) of arrival (ETAs).
- Ensure the passenger manifest is accurate and contains the correct names and weights of the passengers. Note: The pilot is ultimately responsible for ensuring correct weights, balance and power computations. The Flight Manager will provide one copy of the manifest to the pilot-in-command and ensure that additional copies are available for the receiving unit and the sending dispatcher.
- Ensure proper Resource Tracking procedures are met. The NICC Flight Following telephone number is 1-800-994-6312.
- Ensure passenger aircraft safety briefing is conducted.
- Maintain a current list of telephone numbers for the sending and receiving units. The Flight Manager will contact the sending unit dispatch when the flight plan has deviated more than 30 minutes from the original flight plan.
- Have all personnel within the weight limitations, assembled, and ready to board in the designated staging area.
- Ensure the pilot and aircraft are currently authorized for the intended mission and the pilot-in-command can verify the aircraft is within weight and balance limitations.
- Responsible for signing the Daily Flight Report – Invoices (Form 6500-122 or AMD-23) for all flights (except for domestic air carriers, airlines, and NIFC contract aircraft).
- For Canadian travel, the Flight Manager will ensure proper documentation is included, as outlined in the Canadian/United States Operating Agreement.

National Incident Management Teams

Teams will be ordered by type using an Overhead Group request in ROSS.

Type 1 IMTs

There are four (4) National Incident Management Organization Teams (NIMO).

There are sixteen (16) Type 1 IMTs. The Type 1 IMTs are dispersed as follows:

Northern Rockies	2	California	4
Rocky Basin	3	Northwest	2
Southwest	2	Alaska	1
Southern	2		

IMT Configurations

IMTs ordered through NICC will be requested as either a long or a short team configuration. Any variation from the standard configuration is at the discretion of the requesting unit. The Deputy Incident Commander position is not mandatory. The Incident Commander positions on IMTs may only be filled by current agency employees. It is recommended that the following

positions also be filled by current agency employees: Finance/Admin. Section Chief Type 1 or 2, Procurement Unit Leader, Comp/Claims Unit Leader, and Compensation-for-Injury Specialist.

NIMO / Type 1 / Type 2 Short Team Configuration (Total of 9 positions)

ICT1 / ICT2	Incident Commander Type 1 / Type 2
SOF1 / SOF2	Safety Officer Type 1 / Type 2
PIO1 / PIO2	Public Information Officer Type 1 / Type 2
OSC1 / OSC2	Operations Section Chief Type 1 / Type 2 (2 each)
AOBD	Air Operations Branch Director
PSC1 / PSC2	Planning Section Chief Type 1 / Type 2
LSC1 / LSC2	Logistics Section Chief Type 1 / Type 2
FSC1 / FSC2	Finance/Admin Section Chief Type 1 / Type 2

NIMO / Type 1 / Type 2 Long Team Configuration (Total of 26 positions)

DIVS	Division/Group Supervisor (4 each)
ASGS	Air Support Group Supervisor
ATGS	Air Tactical Group Supervisor
SITL	Situation Unit Leader
RESL	Resources Unit Leader (2 each)
FBAN	Fire Behavior Analyst
COML	Communications Unit Leader
SPUL	Supply Unit Leader
FACL	Facilities Unit Leader
GSUL	Ground Support Unit Leader
TIME	Time Unit Leader
COMP	Comp/Claims Unit Leader
PROC	Procurement Unit Leader

Due to the nature of incidents that NIMO teams will be assigned to, team configuration may be negotiated by NMAC, the NIMO Coordinator, NIMO Incident Commander, and the requesting unit, up to the maximum number of positions. To increase personnel capacity and capability, trainees, apprentices, and/or technical specialists may be ordered for any or all positions.

In addition to the 26 positions identified on the long team configuration, IMTs may have a maximum of seventeen (17) positions to be negotiated and concurred on by the Incident Commander and the Agency Administrator from the requesting unit. As well, they may bring an additional six (6) trainee positions and six (6) S420/520 command and general staff mentees. These positions are identified by the IMTs and not by receiving unit. Unless notified otherwise, these trainees will be mobilized for incidents on Federal lands.

Type 1 IMT Rotation Process

- Type 1 IMTs remain on-call for a maximum of seven (7) days.
- At the time (clock hour and day of the week) a Type 1 IMT from national rotation is requested, the next eligible Type 1 IMT in rotation will be notified and placed in two (2) hour call status and will remain in call status for the next seven (7) days. The next two (2) Type 1 IMTs in national rotation will also be notified of the schedule change. Geographic Areas unable to provide a Type 1 IMT when ordered for a national

assignment will be listed as unavailable on the national rotation list and will not be considered until the designated slot rotates into position again.

- Geographic Areas with more than one (1) Type 1 IMT may decide which “eligible” team responds to a National call. Geographic Areas must pass if no “eligible” Type 1 IMT can meet the two-hour call.
- Type 1 IMTs will be considered unavailable for a National assignment if the primary Incident Commander is unavailable or it is necessary to have more than two (2) substitutes to fill Command/General Staff positions. The Deputy Incident Commander may be allowed to take the team with Geographic Area Multi-Coordinating Group (GMAC) approval. Any deviation to the aforementioned availability and substitution principle must have GMAC and NMAC approval. An IMT that is not available for a National assignment will be listed as unavailable on the national rotation list.
- Within Round 1 of the national rotation, once a Type 1 IMT has been committed to an incident, either internally or nationally, it will remain ineligible for a National assignment until all Type 1 IMTs have had an assignment. Once all Type 1 IMTs have had an assignment within Round 1, the national rotation will begin Round 2, following the same procedures that applied in Round 1.

A committed Type 1 IMT that is reassigned to additional incidents prior to being demobilized to home unit will be counted as a single assignment within the round that the team was mobilized.

- Type 1 IMTs that are mobilized but do not actually receive an incident or staging assignment within 48 hours will remain eligible for National assignments in the current round of the National rotation.
- All assignments, internal or national, count as experience.
- Once a Type 1 IMT, mobilized from the National rotation is staged by NICC, that team will be prioritized and assigned when a Geographic Area requires a replacement team. Once a team has been staged by a Geographic Area, the team will be prioritized and assigned to any new incident within that Area, or when a replacement team is needed within the Area. If NICC receives another Type 1 IMT request, the first eligible Type 1 IMT in National rotation will be ordered.
- The Geographic Area will coordinate with NICC before reassigning an out-of-area Type 1 IMT to another incident.
- Geographic Areas with only one (1) Type 1 IMT may stand the team down for rest after coordination with NICC.
- The National Multi-Agency Coordinating Group (NMAC) retains the authority to manage all team assignments as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons.
- Teams mobilized in the previous calendar year and whose assignment extends into the new calendar year will not be shown as assigned in the new calendar year.
- When situations warrant, rationale is required by NMAC for assignment of Area Command, National Type 1 and 2 Incident Management Teams and NIMO Teams prior to mobilization. This includes internal assignments.

The National rotation and current assignment history for the Type 1 IMTs is maintained throughout the calendar year at web site: http://www.nifc.gov/nicc/logistics/teams/imt_rotate.pdf

NIMO Incident Management Team Type of Assignments

The following criteria will be considered in determining appropriate assignments for NIMO:

- Wildland Fire - NIMO Teams may be ordered for managing wildland fire. This is not limited to Type 1 or 2 wildfires, but may also be appropriate for multiple Type 3 fires for developing personnel capability as mentors, trainers, and evaluators.
 - Trigger Points
 - Multiple ignitions within a GACC
 - Agency Administrator requesting additional support
 - Fire is Type 2 complexity with potential for Type 1 (NIMO Team is assigned and Type 2 IMT remains integrated and in support and/or obtains Type 1 training and experience)
- Long Duration Incidents - A NIMO Team may be assigned to fires that are expected to last for several weeks or as the “second” team in to bring incidents to their conclusion.
 - Trigger Points
 - Incident is projected to last more than 14 days
 - Agency Administrator’s request for additional support
 - Cost containment, WFSA/WFIP, Complexity Analysis, etc., indicates need for a non-traditional approach in managing the incident.
- Mission Specific Assignments
 - National / Geographic Area Operations Support
 - International Assignments
 - All Hazard
 - Fuels Management

National Area Command Teams

There are four (4) National Area Command Teams. All requests for Area Command Teams will be placed through established ordering channels to NICC.

National Area Command Team Configuration

National Area Command Teams are comprised of six (6) positions: four (4) specific and two (2) trainees identified by the Area Commander. The Area Commander position may only be filled by a current agency employee.

ACDR	Area Commander
ACPC	Assistant Area Commander, Planning
ACLC	Assistant Area Commander, Logistics
ACAC	Area Command Aviation Coordinator
	Area Command trainees (2 each)

National Area Command Team Rotation Process

- National Area Command Teams remain on-call for a maximum of fourteen (14) days.
- At the time (clock hour and day of the week) an Area Command Team from National rotation is requested, the next eligible Area Command Team in rotation will be notified and placed in two (2) hour call status and will remain in call status for the next 14 days. The next two (2) National Area Command Teams in National rotation will also be

1 notified of the schedule change. An Area Command Team that is not available when
 2 ordered by NICC will not be considered until the designated slot rotates into position
 3 again.

- 4 • Teams that receive an assignment will be out of the National rotation until all Area
 5 Command Teams have had an assignment.

6
 7 The national rotation and current assignment history for the Area Command Teams is maintained
 8 throughout the calendar year at web
 9 site: http://www.nifc.gov/nicc/logistics/teams/area_rotate.pdf.

10 Incident Support Teams

11 **Teams will be ordered using an Overhead Group request in ROSS, with the exception of**
 12 **Aviation Safety Assistance Teams.**

13 National Interagency Buying Teams (BUYTs)

14 There are twelve (13) National Interagency Buying Teams. The teams are dispersed as follows.

15		
16	Northern Rockies	1
17	Rocky Basin	2
18	Eastern	2
19	Southwest	2
20	California	2
21	Northwest	1
22	Southern	2
23	Alaska	1
24		

25 BUYT Configuration

26 National Interagency BUYTs are comprised of a leader and six team members. One of the six
 27 members may be assigned as an assistant or deputy leader. In addition to the seven-member
 28 team, personnel from the incident host agency or alternate buying team members may be added
 29 as needed, to supplement the primary team. One (1) member of the team must be a Contracting
 30 Officer.

31 National Interagency BUYTs will consist of the following positions:

- 32 • Two (2) qualified procurement personnel.
- 33 • Four (4) personnel support positions.
- 34 • One (1) procurement or leader trainee.

35 BUYTs Rotation Process

- 36 • BUYTs will remain on-call for a maximum fourteen (14) days.
- 37 • At the time (clock hour and day of week) a BUYT from the BUYT Rotation list is
 38 requested, the next eligible BUYT in rotation will be notified and will remain in call
 39 status for the next fourteen (14) day period. The next two (2) BUYTs in rotation will also
 40 be notified of the schedule change. Geographic Areas unable to provide a BUYT when
 41 ordered for a National assignment will be listed as unavailable on the BUYT Rotation
 42 and will not be considered until the designated Geographic Area slot rotates into position
 43 again.

- Geographic Areas with more than one (1) BUYT may decide which “eligible” team responds to a National call. Geographic Areas must pass if no “eligible” BUYT can meet the 24-hour call.
- BUYTs will be considered unavailable for a National assignment if more than two (2) procurement or support positions are to be filled with a substitute.
- The National Interagency Multi-Agency Coordinating Group (NMAC) retains the authority to adjust the BUYT Rotation list when necessary to achieve team experience objectives or for other reasons.

The National rotation and current assignment history can be found at the following web site: http://www.nifc.gov/nicc/logistics/teams/buy_rotate.pdf.

Administrative Payment Teams (APTs)

There are three (3) National Park Service Administrative Payment Teams.

Administrative Payment Teams Configuration

National Park Service APTs consist of the following positions:

- One (1) Team Leader.
- One (1) Contracting Officer.
- Two (2) Administrative Assistants.

Actual team composition will be determined by the team leader and the ordering unit’s administrative staff.

National Administrative Payment Team Schedule Process

- Administrative Payment Teams will remain on-call for a maximum fourteen (14) days.
- The schedule will change on alternate Tuesdays, at 2400 Mountain Time.

Team 1:

1/8/2014 – 1/21/2014
 2/19/2014 – 3/4/2014
 4/2/2014 – 4/15/2014
 5/14/2014 – 5/27/2014
 6/25/2014 – 7/8/2014
 8/6/2014 – 8/19/2014
 9/17/2014 – 9/30/2014
 10/29/2014 – 11/11/2014
 12/10/2014 – 12/23/2014

Team 2:

1/22/2014 – 2/4/2014
 3/5/2014 – 3/18/2014
 4/16/2014 – 4/29/2014
 5/28/2014 – 6/10/2014
 7/9/2014 – 7/22/2014
 8/20/2014 – 9/2/2014
 10/1/2014 – 10/14/2014
 11/12/2014 – 11/25/2014
 12/24/2014 – 1/6/2014

Team 3:

2/5/2014 – 2/18/2014
 3/19/2014 – 4/1/2014
 4/30/2014 – 5/13/2014
 6/11/2014 – 6/24/2014

7/23/2014 – 8/5/2014
 9/3/2014 – 9/16/2014
 10/15/2014 – 10/28/2014
 11/26/2014 – 12/9/2014

Team 1:	Rose Pollard TX-LAP	SWCC, Albuquerque, NM
Team 2:	Debra Ledford SC-KMP	SACC, Atlanta, GA
Team 3:	Connie Dworak NE-MWP	RMCC, Denver, CO

Burned Area Emergency Response Team (BAER)

BAER team mobilization decisions are based on incident complexity and values to be protected. Less complex incidents will use local, regional, interagency, and contracted ad hoc BAER teams and resources. Bureaus coordinators maintain rosters of BAER personnel for less complex incidents.

The Department of the Interior (DOI) maintains one National BAER Team to assist field units plan for complex post-fire emergency stabilization. The National BAER Team is scalable in long and short configurations. It may be ordered as command and general staff, or ordered as individual resources. The full National BAER Team is dispatched to more difficult incidents involving extreme risks to human life and critical Federal assets. Potential floods, mud and debris flows, watershed/municipal water supplies, urban interface, and complex and multiple jurisdictions are the dispatch prioritization criteria issues factored into the mobilization decision. Less complex incidents will use local, regional, interagency, and contracted ad hoc BAER teams. Bureaus coordinators maintain rosters of BAER personnel for less complex incidents.

DOI National Burned Area Emergency Response Team Configuration

The initial callout of the full DOI National BAER Team will consist of no more than 13 positions:

- One (1) BAER Team Leader
- One (1) Deputy BAER Team Leader
- One (1) BAER Environmental Specialist
- One (1) BAER Documentation Specialist
- Two (2) BAER Geographic Information Specialist (GIS)
- One (1) BAER Hydrologist
- One (1) BAER Soil Scientist
- One (1) BAER Geologist
- One (1) BAER Biologist
- One (1) BAER Forester
- One (1) BAER Cultural Resource Specialist
- One (1) BAER Botanist

DOI Burned Area Emergency Response Team Mobilization Process

The ordering unit must make contact with their agency Regional/State BAER Coordinator before placing an order for the National BAER team.

During National Preparedness Levels 1-3, the ordering unit's agency administrator will coordinate any potential full National BAER Team assignment with the concurrence of the agency National BAER Coordinator and National Interagency BAER Team Leader, after making contact with their agency regional/state BAER coordinator.

During National Preparedness Levels 4-5, full national BAER Team assignments will be coordinated through the National BAER Coordinators with the concurrence of the National Multi-Agency Coordination Group (NMAC), after making contact with their agency regional/state BAER coordinator.

NICC will notify the National BAER Coordinator-in-charge for any National BAER Team call-out (in order of contact):

Myron Hotinger (National Coordinator)	BIA	208-989-4355
Lou Ballard (National Coordinator)	FWS	208-387-5584
Rich Schwab (National Coordinator)	NPS	208-830-4791
Dave Repass (National Coordinator)	BLM	202-912-7224
Erv Gasser (National BAER Team Leader)	NPS	206-220-4263

National Fire Prevention Education Teams (NFPETs)

Requests for National Fire Prevention and Education Teams will be placed through established ordering channels using an Overhead Group Request. The NFPET Geographic Area Coordinators listed below will work with Geographic Area Coordination Centers to fill team orders. (See Chapter 20 for full description of Team's use and purpose)

NFPET Configuration

The minimum team mobilization will be one (1) Team Leader and two (2) team members, consisting of the following positions:

- PETL – Fire Prevention Education Team Leader
- PETM – Fire Prevention Education Team Member
- PIO2 – Public Information Officer Type 2 or,

Additional positions that can be utilized include:

- PETL (T) – Fire Prevention Education Team Leader, Trainee
- PETM (T) – Fire Prevention Education Team Member, Trainee
- PREV – Fire Prevention Technician
- PIOF – Public Information Officer
- THSP – Public Affairs (agency employee only)
- INVF – Wildland Fire Investigator

Actual team composition will be determined by the team leader and the ordering unit on a case-by-case basis dependent upon the needs of the assignment.

1 **NFPET Coordinators**

Geographic Area	Geographic Area Coordinator	Alternate
Great Basin	Loren Walker – (801)-625-5245 or (801)-690-6352 ldwalker@fs.fed.us	Tyre G. Holfeltz State of Utah Office: 801-538-7487 Cell: 801-230-1052
Eastern	Maureen Brooks – (610) 557-4146 mtbrooks@fs.fed.us	
Northern Rockies	Cathy Scofield – (406) 329-3409 Cell phone: 406-370-0000 cscofield@fs.fed.us	Mike Dannenberg (MT-BID) (406) 896-2913
Northwest	Lauren Maloney – (503) 808 –6587 or (503)-329-3068 lmaloney@blm.gov	
California	Dan Tune - (559) 877-2218 x 3281 Cell phone: (559) 760-5409	
Rocky Mountain	Sheryl Page – (719) 553-1638 or (303)-809-9860 slpage@fs.fed.us	Linda Hecker 303-275-5056
Southern	Charles (Kelly) Jerzykowski - (404) 347- 7626 Cell phone: (404) 909-1471 cjerzykowski@fs.fed.us	Gwen Beavans – (864) 427-9858 Cell phone: (404)-561-2643
Southwest	Fred Hernandez – (505) 842-3804 Cell phone: (575) 313-9044 fhernandez@fs.fed.us	
National	VACANT	Gwen Beavans (864) 427-9858 Cell phone: (404) 561-2643 gbeavans@fs.fed.us

2
3 **Wildland Fire and Aviation Safety Teams (FAST)**

4 FASTs assist agency administrators during periods of high fire activity by assessing policy,
5 rules, regulations, and management oversight relating to operational issues.

6
7 **FAST Configuration**

8 FASTs include a Team Leader, who is either an Agency Administrator or Fire Program Lead
9 with previous experience as a FAST member; a Safety and Health Manager; and other members
10 with a mix of skills from Fire and Aviation Management.

11
12 **FAST Mobilization Process**

13 FASTs are requested through established ordering channels to the GACCs, for reviews at the
14 local, State/Regional or Geographic Area level. If a more comprehensive review is required, a
15 National FAST can be ordered through NICC. FASTs are ordered using an Overhead Group
16 request.

Aviation Safety Assistance Team (ASAT)

ASATs assist and review helicopter and/or fixed wing operations on wildland fires. During high levels of aviation activity, it is advisable to request an ASAT.

ASAT Configuration

The following configuration, or a similar combination of positions based upon the needs of the ordering unit, will be used when ordering an ASAT.

- THSP – Aviation Safety Manager
- THSP – Operations Specialist (helicopter and/or fixed wing)
- THSP – Pilot Inspector
- THSP – Maintenance Inspector (optional)
- THSP – Avionics Maintenance Inspector (optional)

ASAT Mobilization Process

ASAT members are requested through established ordering channels to the GACC.

Serious Accident Investigation Team (SAIT)

SAITs investigate serious wildland fire accidents. Serious wildland fire accidents are defined in the Interagency Standards for Fire and Fire Aviation Operations, Chapter 18. Team members ordered through established channels will be mobilized as THSPs. Normal configuration is as follows:

- THSP – Team Leader
- THSP – Chief Investigator
- THSP – Advisor/Safety Manager
- THSP – Interagency Representative
- THSP – *Subject Matter Expert* (experienced in specialized occupation)
- PIO – Public Information Officer

